A.D. 1908 Dec. 21. No. 27,764.
FAULKNER'S COMPLETE SPECIFICATION.

X W.S.

21. CARRIAGES & WAGONS, Tops.

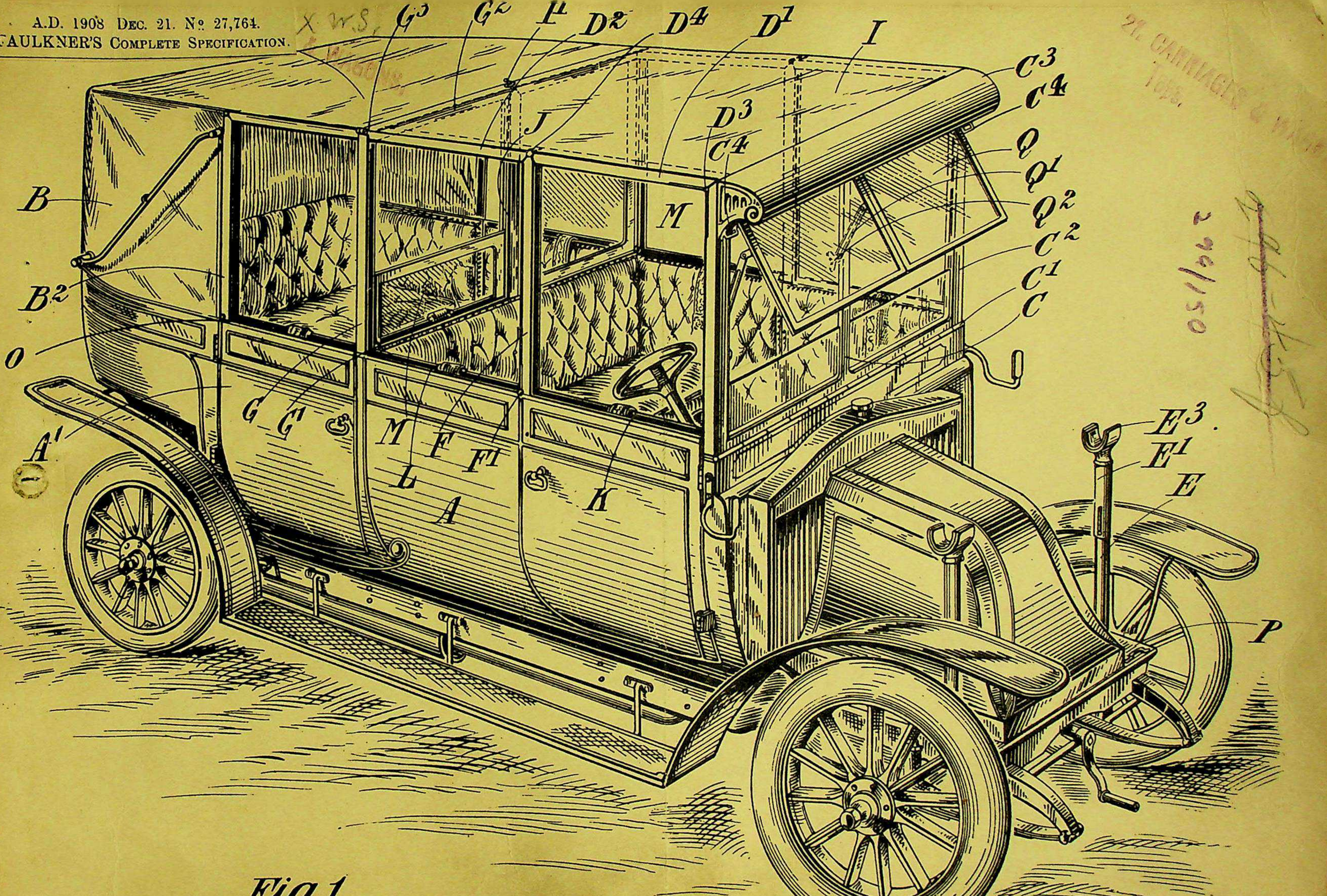

Fig.1.

CARRIAGES & WAGONS,
Tops.

21. CARRIAGES & WAGONS
Tops.

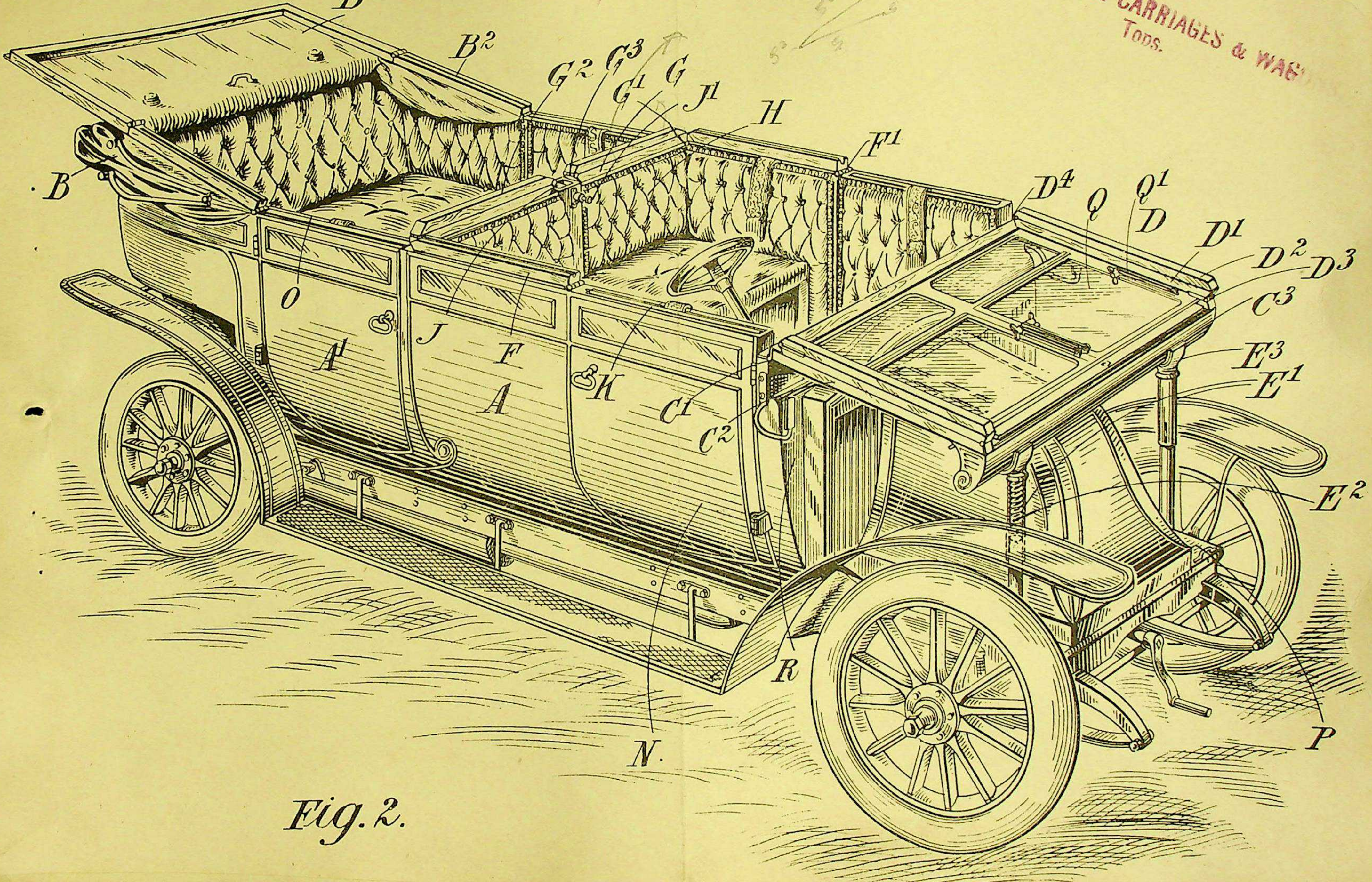

Fig. 2.

21. CARRIAGES & WAGONS, Tops.

N° 27,764 A.D. 1908

Date of Application, 21st Dec., 1908
Complete Specification Left, 21st June, 1909—Accepted, 21st Dec., 1909

PROVISIONAL SPECIFICATION.

Duplicate.

"Improvements in or relating to Motor-car Bodies."

I, John Henry Faulkner, Gentleman, 31, Langland Gardens, London, N.W., do hereby declare the nature of this invention to be as follows:—

This invention is for improvements in or relating to motor car bodies and has for its object to provide a body of the landaulet type which can be closed so as to protect both the driver and the passengers, or opened, the whole of the superstructure being lowered at will. Hitherto it has been found difficult to make a car body of this type in which all the covering equipment would fold down leaving a perfectly open body, and the object of this invention is to provide equipment which will thus fold.

According to this invention, the part of the body which carries the passengers is provided with a hood of any ordinary or suitable type and the part which carries the driver is provided with a shielding equipment which folds up and finally bends down in front of the steering wheel and rests on the motor bonnet, leaving the body perfectly open.

One form of such equipment constructed according to this invention comprises a frame hinged to the dash board along its top edge, and adapted to fold down over the bonnet or to fold up into a vertical position and be held there by a suitable catch. At the top edge of the frame is a receptacle containing a roller blind which tends to spring into the receptacle and be rolled up therein, but can be pulled out. At the two top corners of the frame there are pivoted guide channels for the edges of this blind, the channels if desired may be divided into two or more parts hinging on one another. These channels, when the frame is held in its vertical position, can be extended towards the rear of the car, and are adapted to engage with the front edge of the hood, of any suitable construction, which covers the rear part of the car. At the back edge of the door by which the driver reaches his seat there is on each side of the car, an upright hinged to bend down along the top edge of the side of the car, and if necessary to fold into two or more parts. When extended vertically each upright engages with one of the guide channels at a point about midway along its length, and helps to support it.

On each side of the car the spaces between this upright and the frame can be closed by a window which when not required is let down into the door by which the driver reaches his seat. A similar window let into the panel can be made to close the space behind the upright, and a window let into the door for the passengers closes the space in front of the hood in the ordinary way.

In order to close the motor car body the frame is raised into a vertical position and retained there, the guide channels are extended towards the rear of the car and the uprights are extended upwards to engage with them. The roller blind is then pulled out of its receptacle, guided by the channels, and engages with the front edge of the hood which is raised over the part of the car in which the passengers sit. The three windows on each side can then be pulled up and the car is closed.

The blind is preferably a flexible wooden blind formed of a series of laths of wood *etc.* riveted or otherwise connected to bands of webbing, leather, hoop-

[*Price* 8*d.*]

iron, or to cord, chains, wire or the like, such as is used for example in roll top desks. It will, however, be understood that any other suitable sort of flexible blind may be used, and also that other modfications may be made in the method of carrying this invention into effect without departing from the spirit of the invention.

Dated this 21st day of December, 1908.

BOULT, WADE & TENNANT,
111 & 112, Hatton Garden, London, E.C.,
Chartered Patent Agents.

COMPLETE SPECIFICATION.

"Improvements in or relating to Motor-car Bodies."

I, JOHN HENRY FAULKNER, Gentleman, 31, Langland Gardens, London, N.W., do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to bodies of motor cars and like vehicles, and more particularly to bodies which may be open or closed as desired.

The invention will be best understood by reference to the accompanying drawings which illustrate one construction of motor car body, of the double landaulette type, according to this invention.

Figure 1 is a perspective view of the car with the parts arranged to form a closed carriage, and

Figure 2 is a perspective view showing the parts lowered so as to provide a completely open carriage.

A represents the lower or seating portion of the body which in this instance is provided at the rear with a folding hood B in the well known manner. A roof portion B^1 is hinged to the hood B, so as to be thrown back into the position shown in Figure 2 when the hood is lowered and to be brought into position so as to cover the space between the side doors A^1 when the hood is raised as shown in Figure 1.

The front of the body comprises a framework C hinged to the dash board R by a hinge C^1 preferably extending completely across the framework. The upright members C^2 of the front have roof members D^1 hinged at D^3 to their upper ends, and further roof members D^2 are hinged at D^4 to the members D^1. The arrangement of the hinges C^1, D^3 and D^4 is such that the members D^2 may be swung up and over on to the members D^1, and then the members D^1 and D^2 together swung down against the vertical members C^2. The front C together with the folded members D^1 and D^2 may then be lowered in front of the body into a position over the engine bonnet as shown in Figure 2, and may be supported in this position by any convenient means. The supports shown in the drawings consist of uprights E secured to the framework P of the car and having hollow parts E^1 telescoping over them with a spring E^2 between them to reduce shock and absorb vibration. The upper ends of the parts E^1 are formed as crutches E^3 in which a projecting portion C^3 on the framework C is adapted to rest.

On each side of the car upright members F G are hinged to the upper edge of the lower body portion A on hinges F^1 and G^1 respectively. The uprights F support the roof members D^1, D^2 at the hinges D^4 and are arranged to fold down rearwardly on to the lower body portion into the position shown in Figure 2. Transverse roof members G^2 are hinged at G^3 to the upper ends of the uprights G and the arrangement of the hinges G^1 and G^3 is such that the members G^2 may be lifted up and folded over on to the uprights G, and then the members G, G^2 may be folded down together across the car on to the back of the seat H. The rear ends of the roof members D^3 rest on the uprights G, and suitable bolts or catches are arranged to lock the folding members at each joint.

The projecting part C^3 on the front C constitutes a receptacle containing a spring roller carrying the flexible roof I in the manner of an ordinary roller blind. The flexible roof I of canvas, leather or the like, is preferably carried on a number of wooden or other laths the ends of which are arranged to slide watertight in channels formed in the sides of the roof members D^1 and D^2 so as to be guided and supported thereby, and the roof I may be secured as by a hook I^1 to the roof portion B^1 against the action of the roller spring. Any other suitable sort of flexible blind may, however, be used. For example, the roof may consist of a series of wooden laths flexibly connected by bands or their equivalent and arranged to operate in the manner well known in connection with the coverings of roll top desks.

A central upright J is provided in line with the uprights G and forms a support for the inner ends of the transverse roof members G^2. The ends of these members are preferably bevelled and rest on corresponding bevels on the upright J as shown. The upright J may be arranged to fold down out of the way in any convenient manner or the arrangement shown in the drawings may be employed. In this the upright J is arranged to slide in a recess in the back of the seat H so as to disappear when lowered therein. The upright J is supported in its raised position by suitable means such as for instance as a thumb screw J^1, Figure 2.

The uprights C^2, F, G and J are channelled as shown to form guides for sliding windows K, L, M, which operate in the well-known manner. The windows K and L can be lowered into the side doors N and the panels of the lower body portion A respectively. The windows M are arranged to drop into the back of the seat H. Windows O are also provided on the doors A^1 and work in channels provided in the uprights G and the members B^2 which latter are provided on the hood B in known manner. If desired brass or other metal guides may be provided in the lower portions of the channels to prevent unnecessary wear therein. These metal guides may be pivoted at the lower ends of the uprights B^2, G, F and C^2 and would be folded down on to the top of the lower portion A when it is desired to have the carriage completely open.

The front C of the body may be arranged to form a wind screen alone in the following manner. The flexible roof I would be released from the roof portion B^1 and allowed to roll up into the receptacle C^3. The roof members D^1 and D^2 would then be folded in the manner already described so as to lie against the uprights C^2 and the other folding members would be lowered as already described. Fastenings such as C^4 may be provided on the front C to which straps forming stays may be secured at one end their other ends being fastened to a suitable part of the car, for instance, the framework P. These straps would help to hold the front C in position against the force of the wind. Suitable catches are provided to lock the front of the body in its upright position.

Windows Q hinged to the framework C may be adjusted and held in position by the usual means such as slotted arms Q^1 and fly nuts Q^2. When the front of the body is lowered over the engine bonnet the windows Q would of course be lowered and secured by any suitable catch.

The rear part of the car may be thrown open if desired without interfering with the front portion in which the driver sits which may be left completely closed, or the front portion may be thrown open and the rear portion left closed as may be desired.

From the above description it will be seen that the parts are arranged to permit the body to be completely closed, partially closed, or completely open as may be desired, and it will be understood that various modifications may be made in the arrangement and construction of the various parts without departing from the spirit of the invention. For instance, the roof members D^1 D^2 may be arranged to fold up in a horizontal plane against the top of the front portion. The folding members may also be made in two or more parts hinged together according to the height and length of the body and the design of the car. The uprights J may if desired be hinged to the back of the seat H and arranged to fold down rearwardly against the back. Further, only one door N may be provided in front and these doors may be hinged either at their front or back edges.

The front C is to be distinguished from an ordinary wind screen which may be folded either to or from the driver's seat in that it forms a part of a folding body and supports the roof. When the part C is folded down, as shown in Figure 2, there are no pillars or other parts left standing which might interfere with the vision of the driver.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A folding front such as C for a motor car body substantially as and for the purpose described and illustrated in the accompanying drawings.
2. In a motor car or like vehicle the combination with the front C of a flexible roof and roller substantially as and for the purpose described and illustrated in the accompanying drawings.
3. A body for motor cars and like vehicles adapted to constitute not only a completely closed and a partially closed carriage but in addition a completely open carriage.
4. In a motor car or like vehicle a flexible roof such for example as I mounted on a roller carried by the upper end of a front or screen and adapted to be extended horizontally backwards over the driver's seat to meet the rest of the roof.
5. A body for motor cars and like vehicles comprising hinged or folding front, side and roof members, C^2, F, G, D^1, D^2 and G^2 substantially as and for the purpose described and illustrated in the accompanying drawings and with or without a disappearing member such as J.
6. The combination with the subject-matter of preceding Claiming-clause No. 5 of a flexible roof such as I.
7. In a motor car or like vehicle the combination with a folding front such as C provided with a receptacle C^3 for a flexible roof and roller of supports such as E for holding the front portion in its lowered position.
8. A collapsible body for motor cars and like vehicles constructed and operating substantially as described or illustrated in the accompanying drawings.

Dated this 18th day of June, 1909.

BOULT, WADE & TENNANT,
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Chartered Patent Agents.

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